

Hunsdon Microlight Site

Infringement statistics analysis has identified a trend in infringements of Stansted airspace. This hot-spot narrative is the first in a series covering satellite airfields around Stansted controlled airspace. It is intended to provide guidance to help pilots visiting Hunsdon prevent airspace infringements.

DOWNLOAD [Hunsdon Area of Operation A5 card](#)

Hunsdon Microlight Site is located at 51°48'25"N 000°04'16"E, inside the south-western edge of the Class D Stansted Control Zone (CTR) approximately 7.5 NM from London Stansted Airport on a bearing of 232°. The site is adjacent to the Stansted Transponder Mandatory Zone (TMZ-2) and has an Area of Operation (AoO) which is established to facilitate flight within TMZ-2 for aircraft unable to comply, and flights into and out of Hunsdon without a specific class D entry clearance from Stansted Radar.

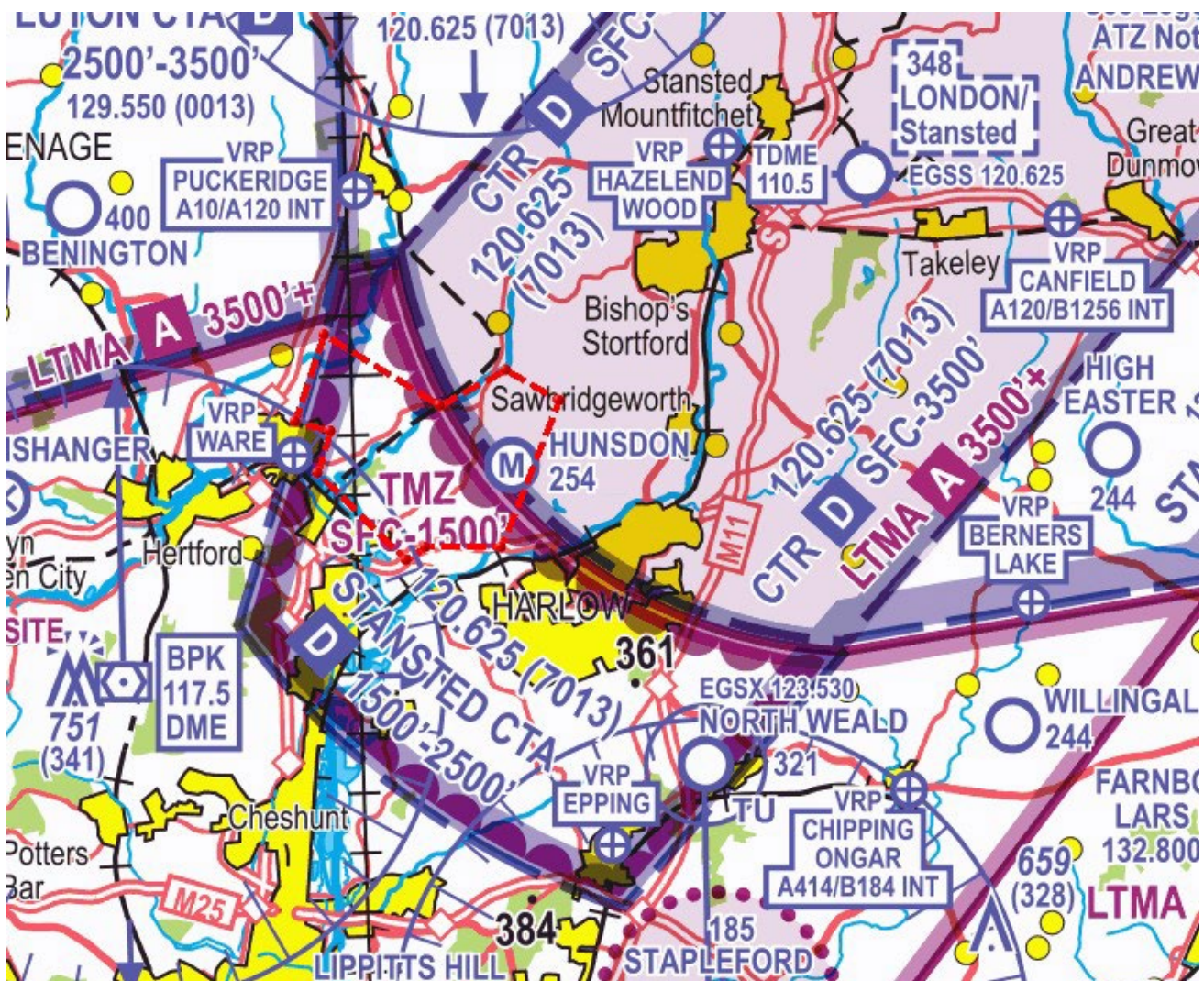


Chart extract from 1:500k Sheet 2171CD SOUTHERN ENGLAND AND WALES Edition 49 (2023)

Note: Hunsdon location is corrected in UK AIP ENR 5.5 to depict inside the Stansted CTR as of AIRAC 03/2023

Stansted controlled airspace structures

Hot-spot narrative **16: Stansted CTA, CTR and TMZs** provides a detailed article on preventing airspace infringements of the controlled airspace structures in the vicinity of Stansted Airport.

Hunsdon is located within the Class D Stansted CTR, active surface to 3500 feet AMSL. Stansted has four Class D Control Areas:

- CTA-1 to the north-east
- CTA-2 to the south-west
- CTA-3 to the east/south-east
- CTA-4 to the west/north-west

In 2009, two TMZs were established which are co-incident with the lateral confines of CTA-1 and CTA-2; they sit underneath the CTAs from surface to 1500 feet AMSL. Luton CTA-1 is located to the north-west of Hunsdon.

Operating inside any TMZ, without ATC approval, requires a serviceable Mode-S elementary transponder to be always operated to its full operating capacity. This requirement is notified in the United Kingdom Aeronautical Information Publication (AIP) at Gen 1.5 (GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS).

Access to a TMZ can still be granted without a serviceable Mode-S transponder subject to ATC approval. Details on how to access Stansted TMZs without a serviceable Mode-S transponder can be found in the next section.

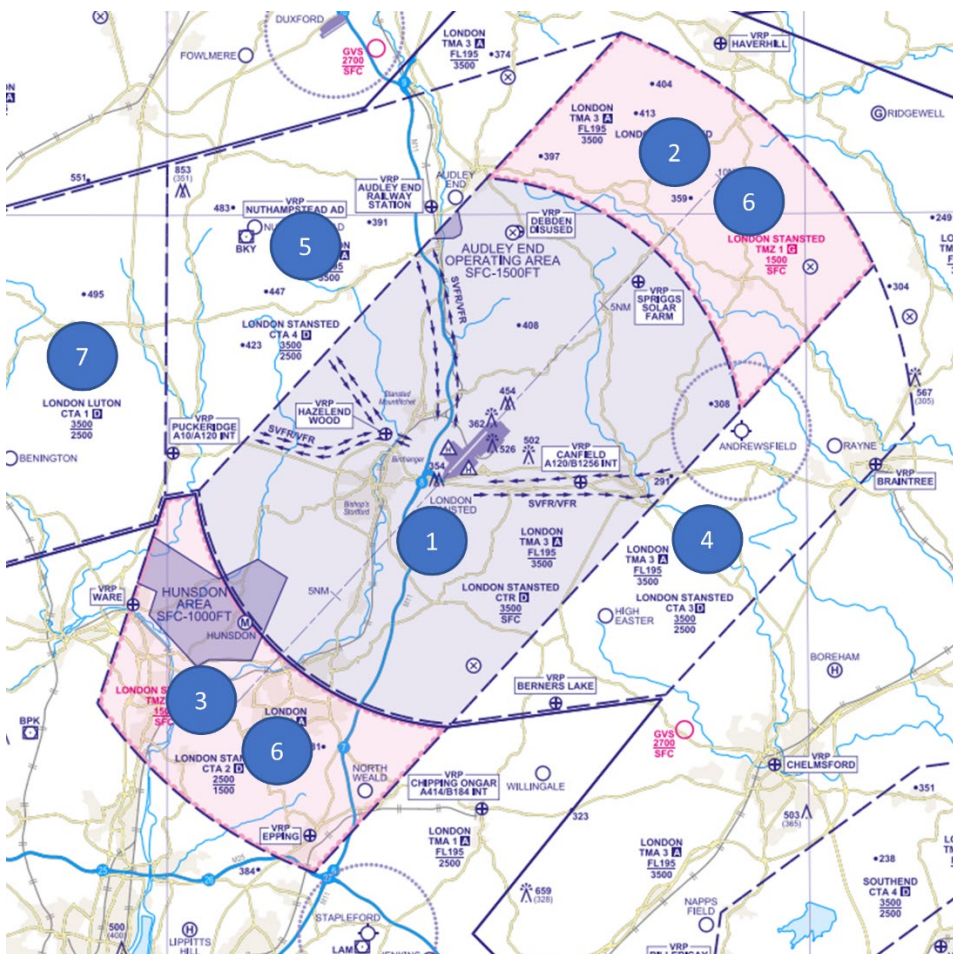


Chart extract showing airspace structures

| | Structure | Airspace Class | Level (AMSL) |
|---|----------------|----------------|-----------------------|
| 1 | Stansted CTR | D | Surface – 3500 feet |
| 2 | Stansted CTA-1 | D | 1500 feet – 3500 feet |
| 3 | Stansted CTA-2 | D | 1500 feet – 2500 feet |
| 4 | Stansted CTA-3 | D | 2500 feet – 3500 feet |
| 5 | Stansted CTA-4 | D | 2500 feet – 3500 feet |
| 6 | Stansted TMZ 1 | G | Surface – 1500 feet |
| 7 | Stansted TMZ-2 | G | Surface – 1500 feet |
| 8 | Luton CTA-1 | D | 2500 feet – 3500 feet |

Further information can be found within UK AIP EGSS AD 2.17.

Hunsdon procedures

Hunsdon is strictly a PPR airfield. It is a condition of the Stansted-Hunsdon Letter of Agreement that **all visiting pilots must obtain a PPR brief over the telephone from a Hunsdon club officer**, contact details can be found on the [club website](#).

The AoO is established up to an altitude of 1000 feet AMSL to enable aircraft to operate into and out of the site without a specific Class-D entry clearance. In addition, the AoO allows flight within the TMZ without the requirement to operate a Mode-S transponder.

The AoO dimensions can be found in UK AIP EGSS AD 2.22.8.

Prior to departure

Ensure you have made a detailed plan, are familiar with the Hunsdon Circuit reference points and squawk 7010 if able.

Inbound and outbound procedures

Pilots operating into and out of Hunsdon should make transmissions on the SafetyCom frequency 135.480MHz, with calls made in accordance with CAP 413, prefixed “Hunsdon Microlight Traffic” and suffixed “Hunsdon”.

All Hunsdon aircraft must remain inside the AoO when operating inside the Stansted CTR. Pilots of aircraft equipped with a serviceable mode-S transponder can plan a route through TMZ-2 of their choice. Squawk 7010 when arriving and departing to allow Stansted Radar to know your intentions at Hunsdon.

All aircraft should operate on the Stansted QNH which is obtained from Stansted ATIS on 127.175 MHz.

Operating without a Mode-S transponder

Aircraft that are not equipped with a Mode-S transponder must adhere to one of the following two options when inside TMZ-2:

1. **Route via the Hunsdon AoO**; or
2. **Obtain a permission** from either:
 - Farnborough Radar on 132.800 MHz between 0800 hours and 2000 hours UTC; or
 - Stansted Radar on 120.625 MHz at other times.

Aircraft wishing to operate within the TMZ, outside of the AoO, must gain specific ATC approval to transit the TMZ.

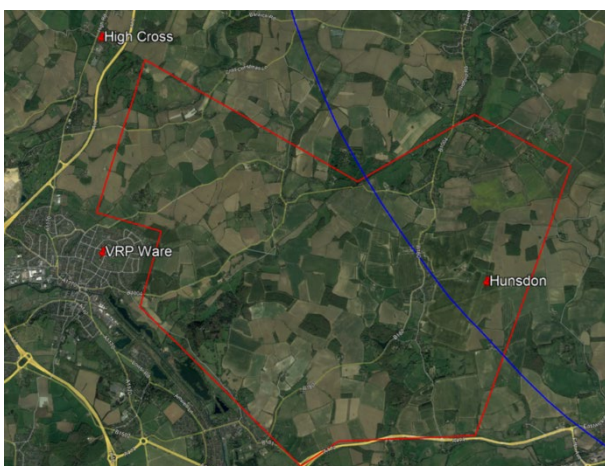
A TMZ permission is not required for aircraft routing solely within the AoO. Entry and exit to the AoO and the surrounding Class G airspace is north of Visual Reference Point (VRP) Ware and south of the village of High Cross. To remain inside the AoO, pilots are advised to remain northeast of the water at Stansted Abbots and west of the electricity pylons.

Further information on operating inside Stansted TMZs can be found in this leaflet: [Stansted TMZ](#)

The procedures for Farnborough Radar to co-ordinate the request with Stansted Radar may result in a short delay for a permission to be granted which should be taken into consideration at the pre-flight planning stage.



Hunsdon moving map



Hunsdon AoO

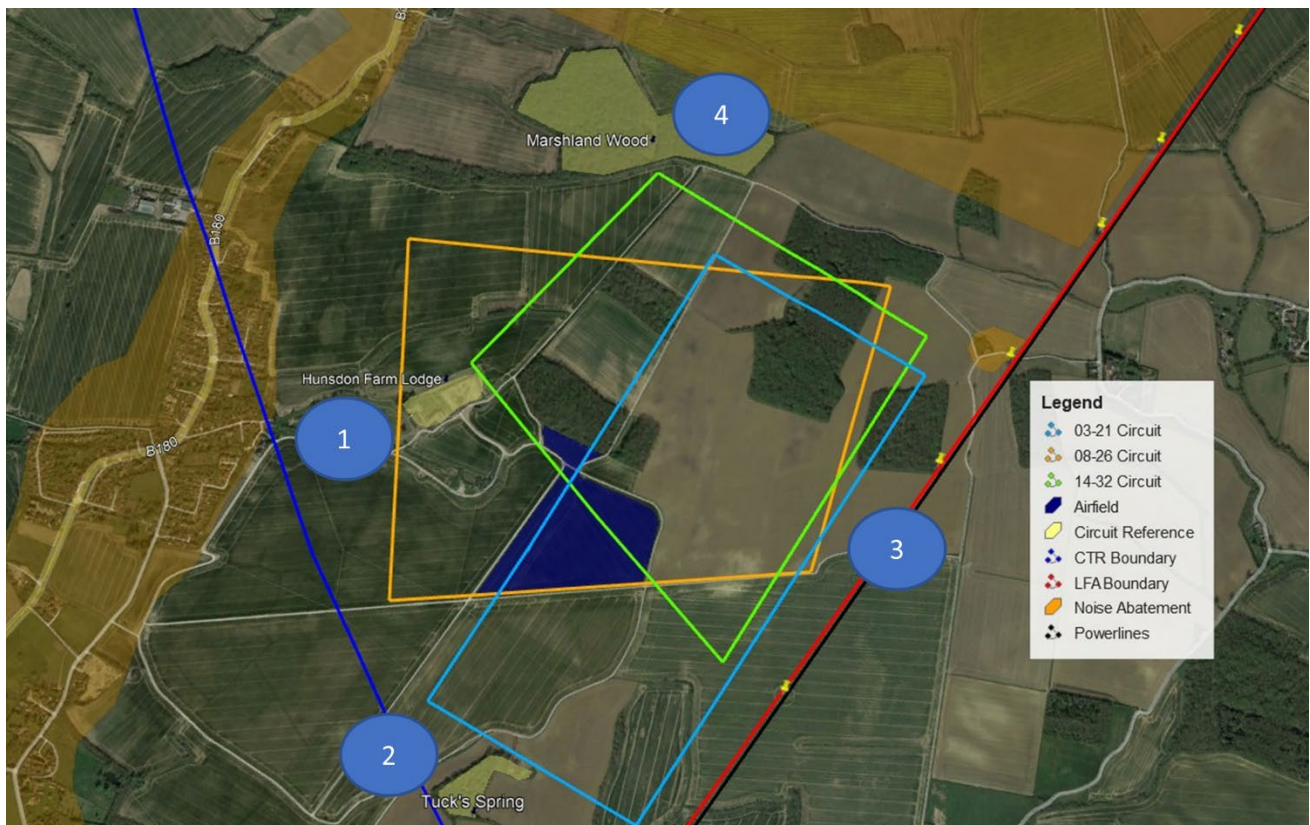
Circuit Procedures

Aircraft operating at Hunsdon should do so on the Stansted QNH as the AOO ceiling is 1000 feet AMSL on the Stansted QNH. It is recommended to apply the '[Take 2](#)' guidance – remain 200 feet below the base of controlled airspace.

Pilots should be aware of the circuit reference points, highlighted on the chart below in yellow:

1. **Hunsdon Farm Lodge** (1) to the west,
2. **Tuck's Spring** (2) to the southeast,
3. **Powerlines** (3) to the east and
4. **Marshland Wood** (4) to the north.

Due to the constrained nature of some circuit patterns, pilots of high-performance microlights may find some circuits for 08 and 32 challenging and training circuits by non-club students are not permitted. Glide descents are preferred where it is safe and practicable to do so.



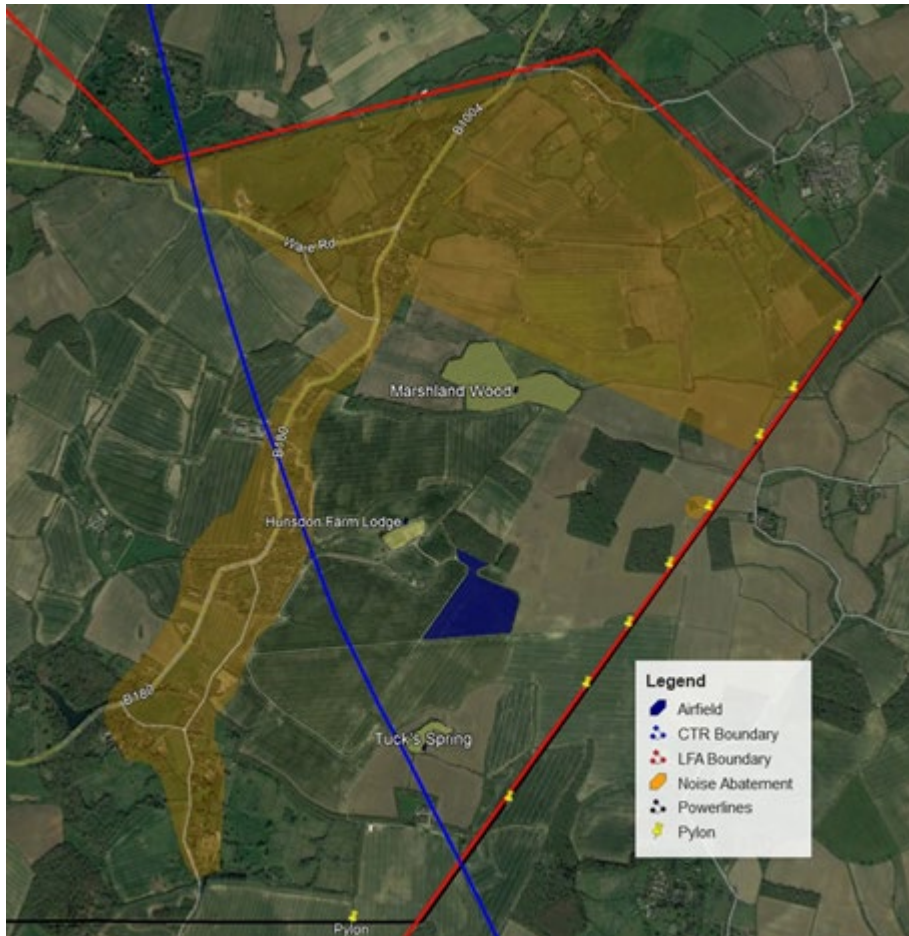
Circuit Reference points

Noise abatement areas

Noise abatement areas should be considered only when it is safe to do so. It is generally always safer to fly over noise abatement areas than to, for example, turn without sufficient airspeed or to infringe controlled airspace.

Noise abatement areas are depicted on the chart below in brown and are:

- The built-up areas of Hunsdon to the west of the airfield
- The farm to the northeast of the airfield
- The farmland to the north of Marshland Wood



Noise abatement areas

Visual Reference Points (VRPs) and notable features



Visual

Reference Points (VRPs) and Notable Feature

- A. **VRP Ware**
Approximately 3.5NM west of Hunsdon, Ware is a town which sits on the western boundary of the Stansted TMZ-2. It is identifiable by a large Sport Stadium/Athletics track to the north. Pilots operating in the AoO should remain north of Ware.
- B. **VRP Puckeridge (A10/A120 Interchange)**
VRP Puckeridge is a town approximately 5NM north-northwest of Hunsdon. It lies in in Class G airspace under the Stansted CTA-4, on its border with Luton CTA-1. The base of controlled airspace here is 2,500 feet AMSL.
- C. **Stansted Abbots Marina**
Southeast of Ware, Stansted Abbots Marina is outside of the Hunsdon AOO and within the TMZ-2. Pilots operating in the AoO must remain to the north of the bodies of water.
- D. **High Cross**
A small village located approximately 4NM west-northwest of Hunsdon. It is to the west of the A10 road and lies in Class G airspace, just west of the boundary of TMZ-2. Pilots operating on the AoO should route south of High Cross and north of VRP Ware.

E. **Pylons/Powerlines**

North/south powerlines mark the eastern AoO boundary.

F. **Hunsdon House**

A stately home north of the powerlines, visible on climb-out from Runway 21, approximately 1NM from Hunsdon. The building is square and a flag usually flies on the roof. Located inside the AoO.

Frequencies

| Unit | Frequency | SSR | Use |
|------------------------|-------------|--------------|---|
| SafetyCom | 135.480 MHz | 7010 | When routing into/out of/within Hunsdon AOO |
| Farnborough LARS North | 132.800 MHz | As Allocated | 0800-2000 hours. |
| Stansted Radar | 120.625 MHz | 7013 (FMC) | H24 |
| Stansted ATIS | 127.175 MHz | N/A | H24 |

Airspace infringement prevention

It is important to be aware of avoiding airspace infringements, especially when operating in proximity to controlled airspace structure as at Hunsdon.

The following are general pieces of infringement avoidance advice to keep in mind during all flights and when you are planning your flight .

Apply Threat and Error Management (TEM) in both planning and flying

Identify threats you may face and errors that you may make. Threats could include airspace, weather, equipment failure or distraction and errors could involve navigation or incorrect instrument reading. Plan for how you would address each, so you are not surprised in-flight.

> Read more on TEM: [Threat & Error Management](#)

Plan your flight appropriately using regulated material

Study airspace structures along your route and make note of vertical as well as lateral dimensions. Be aware of using non-regulated, third-party materials as your sole source of planning – make use of regulated, up to date paper charts and [NATS UK Aeronautical Information Service \(AIS\)](#) to access [NOTAM](#), the [UK Aeronautical Information Publication \(AIP\) & Supplements](#) and [UK Aeronautical Information Circulars \(AICs\)](#). In the UK, NATS AIS is the authorised source of UK aeronautical information provided on behalf of, and regulated by, the CAA

Plan your route to “TAKE2” – remain 200 feet from the base of controlled airspace and/or 2 NM from the edge. You could always increase this buffer in cases of thermic or windy conditions.

Correctly use a VFR moving map

Ensure your device’s chart is updated before you plan your route and that you carry a backup if your device was to fail in flight. Familiarise yourself with your Moving Map’s user guide. Moving Map technology should not be the sole means of planning or navigation as highlighted in the European General Aviation Safety Team's Safety Promotion Leaflet, [Using Advanced Navigation Technology Safely](#).

In flight, make sure that the moving map is within your field of vision, that it is showing airspace boundaries and that airspace alerts are enabled. Don't cancel airspace alerts until you are completely aware of them and the associated TEM.

Make use of an Air Traffic Service or a Frequency Monitory Code (FMC)

Familiarise yourself with the different UK Flight Information Services available to you and the differences between a basic, traffic and deconfliction service. Make use of a [Lower Airspace Radar Service \(LARS\)](#) where available.

If operating proximate to controlled airspace and you do not want to obtain an air traffic service, listen to an appropriate frequency, and use the FMC rather than squawking 7000. This way, the unit will be able to contact you quickly should they need to.

In the case of Stansted, the Frequency is 120.625 MHz and the squawk is 7013 as annotated on the VFR chart.

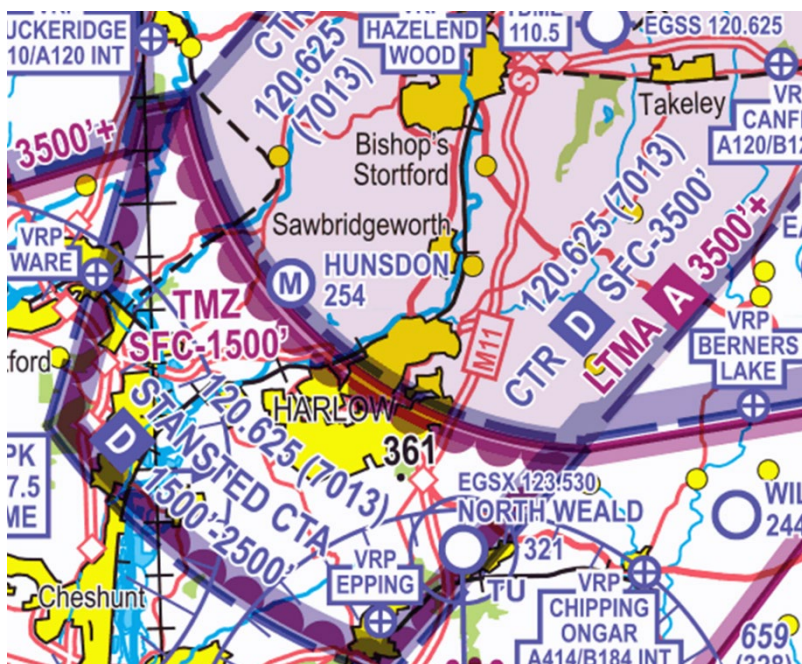


Chart extract showing Stansted frequency and squawk ID

> **Download listening squawks:** [Listening squawks](#)